THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VI. NO. 36. CLEVELAND, O., SEPTEMBER 4, 1884. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

A VOTE OF THANKS.

CLEVELAND, September 3.

To the Editor of the Marine Record:

At a meeting of the executive committee of Cleveland Vessel Owners' Association, held this day in the Board of Trade rooms, the following resolution was presented by Captain Geo. P. McKay and unanimously adopted.

"*Resolved*, That a vote of thanks be and the same is hereby tendered to the MARINE RECORD for the interest taken by said paper in all that pertains to the vessel interests on the lakes, and that this association subscribe for a copy for one year, the same to be delivered at the vessel owners' shipping office. B. L. PENNINGTON.

Secretary and Treasurer."

CLEVELAND.

The Canadian tug Jessie will receive a set of Ætna shaking grates at Lorain to-day.

Captain S. A. Murphy, of the wrecking firm of Murphy Bros., Detroit, was in the city Tuesday.

Contract rates have come in nicely this season, in many cases having ranged slightly higher than going rates.

The new iron steamer William Chisholm took on 2331 tons of coal at Axworthy's dock and cleared for Chicago drawing 14½ feet of water.

Morey Brother's new steamer, at Marine City is having ways put under her, preparatory to launch early next week. She is 250 feet on the keel.

The new iron steamer William Chisholm arrived in Chicago on Tuesday, with her cargo of coal, in time to meet the rise in grain freights. She made the run in three days and a half.

Captain P. Smith and others are engaged in taking soundings over the line of the proposed new breakwater, in order to report to the corps of United State engineers, who meet here on the 10th of September.

The little pleasure steamer, J. K. White, shorn of her machinery and ornamental upper works was taken in tow of the steambarge Cleveland yesterday for Bay City, when her old owner, Captain Joseph Greenhalgh, resides.

Among recent charters the schooner Homer, Captain Barnes, takes coal, Cleveland to Chicago at 65c; the schooner W. L. Peck, coal, Cleveland to Houghton at 70c; the schooner M. S. Bacon, ore, Escanaba to Cleveland at 75c.

The American Ship Windlass Co. has placed on the big steamer Australasia, launched at Jas. Davidson's yard, West Bay City, a steam capstan aft, in connection with the usual steam windlass. This is a new feature on lake steamers.

Shippers and holders of grain and other merchandise are beginning to look around for tonnage as the necessity for movement is becoming apparent, which has had the tendency to brighten the horizon of the sailor man and in consequence freights are advancing a fraction, to 2½c on wheat and 2¼ on corn Chicago to Buffalo, ore Marquette to Ohio ports $1, Escanaba to Cleveland 75c and coal, Buffalo to Chicago 50@65c.

Since our last report the scow J. U. Porter was in Globe drydock to have a leak stopped; the steambarge William Rudolph to have her sternbearings and rudder fixed; the barge Harvey H. Brown to have a leak stopped and her stern repaired, which was damaged by a slight collision with the schooner Ketchum, after which the schooner Maggie McRae will go in for a new topmast, made necessary by her tussel with the elements a few days ago; she will also have some calking done.

The schooner Maggie McRea, Captain John Irving, arrived here in tow of the Oconto. While off Dunkirk Saturday she lost two jibs, topsails and topmast, and leaking badly became disabled and put back to Buffalo. Under the advice of the underwriters rather than unload at Buffalo and repair, Captain Irving hired men to pump her and secured the services of the Oconto to tow her to Cleveland. Her cargo consists of 617 tons of ore from the new ore fields at Wellers Bay.

Considerable difficulty and detention is met with this season by large draft boats in getting through the St. Marie canal. It seems that the engineers, in order to protect the sill at the guard gate, where there is quite eighteen feet of water, left humps or ridges in the approach extending out toward the end of the pier 600 to 1,000 feet, over which there is but about fourteen and one half feet of water. A good point would be made if Colonel O. M. Poe, chief of engineers, could be induced to dredge and blast out about one thousand feet of this entrance which would give the necessary relief to these large ships, as they cannot load by one foot as deep as last season.

MILWAUKEE.

The tug Welcome picked up the capsized schooner Brigham, twenty miles off Grand Haven, Sunday, but after an hour's towing the line parted and a Grand Haven tug was sent to her.

James Templin, lookout on the propeller Buffalo, suicided by jumping overboard in the Straits on Saturday. He belonged in Buffalo.

The schooner Island City, lumber laden, while being towed down the Kinnickinnick river last Friday morning, struck a sunken pile and stove a large hole in her bottom through which she filled almost immediately. She was towed up to a shipyard, docked, and given temporary repairs to permit her cargo being removed. The Island City, 59 tons burden, was built at St. Clair in 1859, rebuilt in 1866, rates B1, and is owned by Miller et al., of Sheboygan.

A new steambarge built after the model of the George C. Markham, was launched at the Milwaukee shipyard on Tuesday. The event was witnessed by a great number of people. She is intended for the lumber trade between east shore ports and Chicago, and will have a carrying capacity of 300,000 feet. Her name is Joy, and she is owned one-third by James Sheriffs, the well-known propeller wheel and steam pump manufacturer, one-quarter by G. D. Morris & Co., shipchandlers, and five-twelfths by the Milwaukee Shipyard Co., and her cost, when complete, will not vary much from $25,000. She will be ready for business about the last of September. We have heretofore given her dimensions, but will repeat as follows: Length of keel, 130 feet; over all, 140 feet; 38 feet beam, 10 feet depth of hold in the shoalest place. Her engine is 20x24 and her boiler 7x13 of 7-16 inch Otis Steel. She will have fore and aft cabins and will be provided with a Providence windlass from the American Ship Windlass Co., of Providence, R. I. B.

PENTWATER.

Special to the Marine Record.

The tug Neilson, Captain C. J. Heath, and schooner Experiment have been wrecking what is supposed to be the schooner John B. Wright. They have taken eleven hundred kegs of nails out and some coal. The oldest settlers claim that the schooner Wright went on the beach in 1855, but have no record of it. She lays about seven miles north of Little Point Sable. I understand that Captain Guyles, of your city, was master of the J. B. Wright at one time.

As soon as we get through with the Wright we shall begin on the wreck of the schooner Skinner; when well forward I will report as to progress. If you can give us any information in regard to the history of these old wrecks you will confer a favor.

C. J. HEATH.

[The schooner J. B. Skinner went ashore on the east coast of Lake Michigan in December 1855, and proved a total loss. She was valued at $3,500. The J. B. Skinner was built at Conneaut, in 1840, and lengthened in 1844, measured 142 tons and was classed B1. Captain M. Capron, of Conneaut, was probably master of the Skinner when she was lost.

The J. B. Wright was built at Quayle & Martin's shipyard, Cleveland, in 1854, and was lost on her first trip. She had a cargo of nails and coal with a deck load of pork barrels, from Cleveland to Chicago. Quite a number of the barrels were picked up in the neighborhood of the disaster, near Little Point Sable. She was 384 tons burden, owned by Mr. R. H. Harmon, who is now in Europe, and valued at $20,000, and was considered one of the finest schooners of her day. Captain C Gale, who now lives on the St. Clair river, in Michigan, was master of her at the time she was lost. He is probably between seventy-five and eighty years of age and had the reputation of being afraid of neither wind or water, and was considered one of the most affable and polite men of the times.—ED.]

CHICAGO.

Special to the Marine Record.

T. Bageley, yacht and boat builder, under Lake street bridge, launched a very handsome steam launch on Saturday last. She is 30 feet long over all, 7 feet 2 inches wide and 3 feet deep, and built for the Indianapolis water works department. Bageley is very busy building yawl and other boats.

The steamship Onoko took from this port for Buffalo last week a cargo consisting of 106,770 bushels of corn and rye.

The propeller William Edwards and tow, comprising the Golden Age and Charles Foster, brought cargoes of coal to this port last week aggregating 6,000 tons.

The new schooner, James Mowatt, arrived in this port last week for the first time. She is a very fine schooner and was greatly admired.

The steambarge Nellie Torrent, lumber laden, arrived here Sunday in tow of the tug W. Batchelor. The Torrent's machinery broke down in mid-lake, and the Batchelor was sent to her assistance and succeeded in finding her and bringing her safely into port.

The schooner Emily B. Maxwell, in tow of the tug A. A. Carpenter, collided with 18th street bridge on Monday and lost her jibboom. The tug also got her pilot-house badly damaged.

At the Chicago Drydock Company's yard the schooner H. C. Badger went into drydock and had her bottom calked; the tug C. H. Hackley, which was damaged by fire, is having a thorough rebuild; the schooner W. H. Dunham got part new deck, new mainmast and bowsprit; the propeller City of Duluth had some repairs; the schooner A. J. Dewey a new anchor stock; the schooner Commerce new davits; the barge Butcher Boy a new anchor stock, and the tug A. A. Carpenter had her pilot-house repaired.

At Miller Brothers' drydock the schooner William Jones was in for new ceiling and frames and calking; the schooner R. J. Gibbs for calking; the schooner S. A. Wood received a new mizzenmast; the schooner J. V. Taylor will have a new foremast; the tug Protection got her wheel fastened; the tug T. T. Morford was ironed for winter service; the B. D. N. Co.'s lumber scows Nos. 1, 2, 3, 4, 5 and 6 had their topsides and decks calked.

The Peshtigo Lumber Company's tug Boscobel broke her crank pin last week and was, with her tow, delayed several days, whilst repairs were being made to her machinery.

FRANKFORT.

Special to the Marine Record.

Captain Lockwood, U. S. A., in charge of harbor's on this shore is here viewing the piers. As we have only $5,000 appropriation this year, which is not sufficient to build and place a crib, it has been decided to use the money in repairs, new pileing, etc.

Captain Matthews of Point Betsy life station is building an addition to the building.

The tug A. McMillen left for St. Joseph on the 27th to engage in fishing, it being unprofitable to fish here; there are too many engaged in the business at this port.

The scow Mishiscott sailed for Milwaukee; she flies the first Cleveland and Hendrick's flag that came to Frankfort.

The barges Gratwick, Fryer and Marvin left here Tuesday with two million feet of lumber for Tonawanda. The propellers Champlain and Lawrence of N. M. line have a splendid passenger traffic during this hot weather. Every berth crowded with tourists.

C. B.

CHEBOYGAN.

The propeller J. L. Hurd, of the Chicago and Lake Superior Line, bound for Duluth, struck a rock opposite Detour light at an early hour Monday morning, in a fog, and filled with water. Her passengers were taken off by the propeller Van Raalte, and taken to Sault Ste. Marie. The tug Leviathan, with a full wrecking outfit, has gone to her assistance. She had on a full cargo of merchandise and grain, which is badly damaged. The Hurd, 759 tons burden, was built at Detroit by Campbell in 1869 and rebuilt in 1882. She is owned by Leopold & Austrian, of Chicago, rates A2 and is valued for insurance at $38,000.

A diver is at work patching the hole in the bottom of the propeller H rd and pumps have lowered the water in her two feet; unless the weather is favorable it is thought she will break up and prove a total loss. She is insured for $26,000 and the cargo is also covered by insurance.

[*Continued on 5th page.*]

MARINE LAW.

In the District Court of the United States for the Northern District of Ohio.

William J. Miller vs. Schooner Franz Seigel. Lucy A. Russell, claimant. } No. 1,815 Admiralty.

And now comes Earl Bill, the commissioner to whom this cause was by the court referred and herewith submits his report of his findings and opinion as to the several matters in the pleadings in the cause set forth.

The undersigned has been attended by the parties and by their several proctors; also by the witnesses of the several parties, whose testimony has been reduced to writing and is herewith returned.

After having given careful attention to the testimony, and hearing the arguments of counsel, the undersigned finds as follows:

That sometime in the spring of 1881 said schooner Franz Seigel stood in need of certain repairs; that claimant Lucy A. Russell her owner, by her husband C. L. Russell, who acted as her agent in the business, employed the libelant a well known shipwright of Cleveland, for that purpose; that libelant proceeded to do the work by himself and by such other workmen as he employed for that purpose; that he purchased a large portion of the lumber necessarily used in making such repairs; that on account of the wages of the men and the price of the lumber so employed and purchasd libelant called for and received from Russell, agent, as aforesaid, sundry sums of money which were disbursed by libelant in payment of said wages and material; that such advances were mainly required of and made by claimant's agent through Captain Roberts, the master of the vessel, on Saturday of each week while the work was in progress; that the master was present during the execution of the work, and supervised it in a general way, though libelant had sole charge of the mechanical execution; that the work was completed on the 25th of June, 1881, and that as to the manner of its execution no dissatisfaction or complaint has been shown or claimed.

The only controversy between the parties arises from the fact that libelant claims and has included in his bill, annexed to the libel, a commission of thirty cents per day on the wages of the workmen by him employed to do the work, and of seven to eight dollars per thousand feet of the lumber by him purchased or furnished. It is agreed that otherwise the charges for labor and material, and the credits on account of payments therefor are correct, with the single exception that agent Russell says the wages of libelant should be $4.00 instead of $3.00 per day as charged. It is also agreed that the amount of said commissions is the same claimed in the libel, viz., $268.01.

Libelant bases his claim for said commissions upon a special arrangement, or contract, by and between him and said C. L. Russell, acting on behalf of claimant, his wife, whereby the repairs were to be done by "days work," as distinguished from an undertaking to do them for a fixed sum; and that it was also stipulated that instead of the customary commission of fifty cents per day on workmen's wages, and ten dollars per thousand feet on lumber, the amounts charged and claimed was to be substituted. The latter is strenuously denied by the defense. For the determinating of this, the only material question in issue, the undersigned is compelled to rely upon the testimony of libelant and said agent Russell, they being the only parties present at the making of the so called contract; and their testimony is sharply conflicting on this point.

The arrangment, or contract for the repairs of the Seigel was the outcome of several conversations, between the above named parties, held at different times and places. According to the testimony of the libelant, during the last one, it was agreed that the work was to be done by the day and the modified commission were to be allowed. On the other hand Russell testifies [see test No. 2 page 7] that during one of the "talks" on the subject, prior to the last, the subject of commissions was mentioned, and he expressly informed libelant that he "did not intend to pay anything of that kind;" that two or three days afterward the parties again met and he told Miller he had concluded to have the repairs done "by the day," that he would pay him $4.00 per day to superintend the work and furnish tools and that this offer was accepted by libelant.

On cross examination [see same test page 25] he swears" I did not say anything to him [Miller] about the custom [of commissions] at all; only I told him that * * * if I do it by days works I should pay the men myself and buy the lumber and materials and have a man to superintend it."

Question—"You talked to him about commission or percentage on the men?"

Answer—"Nothing more that might be implied in that."

Question—"You did not use the word percentage at all?"

Answer—"I don't think I did."

Question—"Or commission; did you use that word, or not?"

Answer—"I won't be positive whether I did or not."

More testimony of like character tends to the belief that it anything on the subject of commissions was said by and between the parties in such sense as to form part of the contract it was substantially as sworn to by libelant, whose statement on that subject is consistent with the custom shown to prevail at this port, except as to the amount of commission usually charged under like circumstances, and is not otherwise contradicted than by the testimony of Mr. Russell, which, from imperfection of memory or some other cause seems to lack consistency with itself. The undersigned therefore, in consideration of the promises and of all the facts and circumstances of the case, finds and pronounces in favor of the claim of the libelant, and that he ought to have his decree for said sum of $268.01 with interest from the 11th day of August, 1881, that being the date of the last payment on account of said repairs.

Very Respectfully.

EARL BILL, Commissioner.

VESSEL INSURANCE—JUSTICE STANLEY MATTHEWS' DECISION.

Captain W. D. Robinson of Buffalo received a letter from a law firm in Detroit, informed him of the decision of the case of Wallace and other owners of the schooner John Wesley against the Thames and Mersey and other insurance companies. The case came up before Justice Brown, of the United States district court, but was of so much importance that it called in Chief Justice Stanley Matthews, of the United States supreme court. The latter has filed an opinion, which is very long, and deals with the subject is an exhaustive manner. The question decided by Judge Matthews was first brought up by the owners of the Wesley, who were desirous to abandon their vessel to the underwriters as a total loss. They claimed that the cost of releasing her from the rocks could be added to the cost of repairs to make out a constructive total loss, and in this they were sustained by Judge Matthews. Heretofore underwriters believed that they were protected on this especial point by the following clause, which is embraced in their policies:

"Further, the insured shall not have the right to abandon a vessel in any case unless the amount which the insurers would be liable to pay under an adjustment, as of partial loss, shall exceed half of the amount insured."

This section will undoubtedly be striken out of the policies to be used for next season's business, and a new clause, indemnifying the companies from this risk, will be substituted. Heretofore it has been held that expenses in the nature of general average could not be added to expenses which would come under particular average, to make up 50 per cent of the value of the vessel. Judge Matthews decided that the cost of getting a vessel off the beach was not general average, and he held that it could be added to the other expenses incident to the disaster.

Mr. Charles E. Kremer, Esq., who does an extensive admiralty business, and has charge of several of the suits which will be affected by the decision, said he had been expecting the decision all along, and did not see any remedy for the insurance companies but to change the clause in their policies which is quoted in the foregoing. "By this decision," said Mr. Kremer, "several suits involving a good deal of property are practically decided. There are the cases of the schooners Typo and A. G. Morey, and the case of the schooner H. D. Moore which might properly be classed with that of the vessels named. The dispatches say also that the cases of the steamers Spartan and Manitoba will be decided under this ruling."

WILL IT PAY?

A correspondent asks, "Will it pay to put money in ships?" He might as well have asked, "Will it pay to deal in a staple article of trade?" He says he cannot see that there is any profit in a business when those who have managed it for years are fast leaving for some more lucrative trade. If, he says, the practical man can do nothing with ships, what chance has the new comer? They who think that some few men only can properly manage a trade should remember the old saw that "times change and men change with them." A great deal of stress is being laid upon the fact that our vessels are being gradually sold to foreigners, who seem to make money with them. This is accepted by many as proof positive of the capacity of foreigners for ship management and the incapacity of Americans for a business which is no longer theirs. These declarations are like the fears of the timid man who imagines more dangers than he sees. It will be noticed that the vessels sold are mostly old or of a class fast going out of fashion. Foreigners make money with them for the reason that they buy them generally at comparatively low prices. They are yet good carriers and, considering their cost soon pay well for the investment. They would, on the basis of the capital at which they were sold, have paid their original owners equally well, but the capital was taken out of shipping and invested, probably in railroads. The proposition may be scouted, but it has the merit of truthfulness. Many shipowners, if candid, will confess that these same old ships, about which they complain so bitterly as a dead investment, have actually paid for themselves two or three times over. Depreciation and interest have been charged against them in years past, but the ships are held yet to represent so much of the original capital upon which they cannot earn fair interest. We remember an old firm of shipowners who had made the value of their ships two or three times over. Holding to the old plan of charging depreciation and interest against them, they found that the earnings did not cover these amounts and a handsome profit beside, and, therefore, came to the conclusion that they were losing money on their capital. They sold the vessels and then tried to persuade themselves that they had lost money. Habit is a hard master and sometimes makes people take peculiar views. The fact that the old vessels are being sold off does not prove anything against shipping investments. They are at least out of the way as far as Americans are concerned. These vessels are being replaced by those of an infinitely better class, and with this new class money can be made. We credit investors with shrewdness enough to perceive the proper time when to buy into ships. At present the business is over done, but this cannot last, and the time is approaching when the carrying trade will be in a healthy condition again. It is evident that investments in this class of property will be made in a different way from that which obtained in former years, taking on more the nature of railroad shares. There may be objections to this plan, but it has the advantage of attracting the most capital and that will outweigh other considerations. Large profits were formerly expected from shipping, and if these were not obtained dissatisfaction followed. While heavy profits are always welcome, a fair return will, from the very nature of the investment, be satisfactory to the new class of holders of shipping property. If, after allowing for depreciation and insurance, more than good interest is obtained on the capital, the business will be considered excellent. There is plenty of money now idle that would be invested at this rate. The immense amount put into railroads upon no greater expectation is proof of the willingness to invest for a fair return. Ships can be made to give such a return, and for this reason, we hold that, upon the return of trade to its normal condition, it will pay Americans to put money into ships again.—*Maritime Register.*

FAST VESSELS.

Since the custom of sending mails by lake steamers has been abandoned by the government there has been a sad decline in the industry of building fleet steamboats. About the only regular mail route remaining on Lake Michigan is between Milwaukee and Grand Haven, and the fastest steamer on the lakes, the City of Milwaukee, plies over this route. The Milwaukee has the reputation of making twenty miles an hour, and there is but little doubt that she can do this under favorable circumstances. The propeller H. J. Jewett is a fast screw-wheel boat, and so is the propeller Walter L. Frost, but the performances of these craft sink into insignificance when they are compared with the speed attained by ocean steamships.

There are some steel steamers being built at Detroit and Buffalo, which, it is claimed, will do marvels in the way of fast running. But these are lone instances where vessels are built on the lakes for speed. The tendency is rather to build them to carry big cargoes, and speed cuts but little feature in their construction.—*Inter Ocean.*

Subscribe for the MARINE RECORD.

ODDITIES OF SAILORS.

Sailors have names of their own for every port and harbor in the navigable world, usually differing entirely from those on the geographies. For example they always speak of archipelagoes as "the arches." An officer of the deck on board a United States man-of-war saw a knot of sailors listening intently one night to the yarns spun by a grizzled old tar about his adventures in "going through the arches." A young sailor after a while said with a puzzled and sheepish air: "The arches of what?" To which the old salt responded with a look of withering contempt: "The Arches of Pelago, of course, you lubber."

Villefranche in sailors' language is Villyfranky, Civita Vecchia is Chivity Veck, Cherbourg is Cherb, and all Portsmouths are Porchmouths. The art of reading the addresses on sailors' letters is difficult. Phonetic spelling, combined with sailors' nomenclature, makes them frequently inscrutable. Sailors don't believe in using any more letters than are absolutely necessary in spelling a word. An officer on a man-of-war in the harbor at Norfolk, Va., standing on deck, saw a beautiful yacht approaching. He called to the quartermaster to get a glass and read the name of the advancing vessel. The quartermaster screwed his eye to the glass, looked preternaturally wise, and spelled out gravely: "P-s-y-c-h-e—the Fish, sir." A tug attached to the Gosport navy-yard was known as the Gnat. All the quartermasters and those of the sailors who could read decided that G-n-a-t spelled Gannet, and by that name she was commonly known among them.

The sailors on board war-ships are an interesting class. The habits of neatness and order which they are forced to maintain improves their manners and appearance, and their discipline works wonderfully well with them. They are generally a contented lot, and in no class of life is the general improvement in the matter of temperance more noticeable than in these men-of-wars men. They are well supplied with reading matter, especially relating to the countries they visit, and squads of blue jackets are met with in every gallery in Europe within reach of a port where a war vessel is stationed. Their knowledge of art is not profound, however. A deputation of sailors once waited upon the commanding officer of an American flagship at Naples to volunteer their services as scrubbers in a certain gallery there which contained many specimens of the old masters. These the sailors thought needed to be holystoned and swabbed off, and they wanted permission to go ashore and offer to do it.

The sailors eye for beauty is well known, and his comments are freely expressed. When entertainments are given on board ship every loophole is eagerly contended for, and the comments of the forecastle on the guests of the ward room are acute as well as racy. Some time ago the officers of an American man-of-war stationed in South American waters gave a party. Now, the dressing of some of the South American women is phenomenal, and as the various extraordinary costumes appeared it was as much as the officers could do to keep their faces straight. Finally the climax was reached by an old lady who clambered over the side. She had no bonnet on, but a thin black net cap. Every hair had been combed away from the nape of her neck up to the forehead. Where it was massed in curls, puffs, and ringlets. The effect was most comical. A sailor, who was watching affairs at a little distance, hitched up his trousers and remarked solemnly to his companion, amid a dead silence: "I say, Jack, the old'un makes the afterguard do topmen's duty!"—*New York Sun.*

INSPECTOR DUMONT.

Supervising Inspector General Dumont, of the steamboat service, met a number of tug owners recently in the office of the local inspectors of steamboats, for the purpose of discussing questions which are constantly causing trouble here and elsewhere. Captain J. S. Higgie, George P. Gilman, Captain John A. Crawford, William Harmon, Captain Alec. Learned, Ed. Van Dalson, and Mr. Singer, of the Singer & Talcott Stone Company, were present at the gathering. General Dumont is a tall, distinguished looking man, and is in hearty sympathy with the steamboatmen against the petty laws, which are both disagreeable and unnecessary.

"Draw up your chairs a little closer, and look sociable," was his introductory remark. "We will talk together as if we were in the pilot house off watch." This was said so kindly that the tug owners found no difficulty in opening their case. Captain Crawford, as an old shipmate of General Dumont, acted as spokesman. He explained that very recently the tug Union had been reported to Collector Spaulding for carrying a crew of sailors up the river to a vessel, and was fined $500 for doing so. It has been a custom in Chicago for years for tugs to transport vessels' crews from one point to another, and vessel owners expect to have it done whenever they request it; but as long as the law exists in its present form the tugs will always be liable to fine for doing so. General Dumont said he considered this business one of the necessities of commerce, and he believed that the law could be stretched a point to cover it. He would take the case

of the tug Union as the basis for an order to cover this point. He came upon a similar case in Grand Haven a few days ago. There was a tug engaged in towing booms of logs, and frequently, in fact, every day, had to carry the boom crews around the lake. He instructed the local inspectors to change her papers so as to give her a crew of twelve men. He also said section 4,427 of the Revised Statutes ought to be repealed, and section 4,426 amended. The first section pertains to the inspection of tugboats and the second to yachts, ferries, etc. He would like to have the second amended so as to have it include tugs, which would permit them to take aboard persons outside of the crew. Right at this juncture General Du mont said: "Gentlemen, you need have no fear of being fined or getting into any trouble whatever if the masters of your boats per form a humane act by taking persons aboard. Whenever they save a life you may be sure that they will get nothing but praise and commendation." Mr. Gilman asked General Dumont if a tugboat would be liable for carrying a physician to a person in distress. The answer was returned that she would not; at least no fine would ever be assessed against her if she was reported to a collector of customs for violating the law. The general assured his listeners that he was with them so long as they kept within the strict letter of the law. He believed that some of the laws could be changed advantageously and without interfering with the ends of commerce. He said he had been all through the mill himself and he perfectly understood the needs of steamboatmen. He related the following interesting little story about an experience he had while engaged in the steamboat business: "During the war my steamboat lay in New York being repaired, and when I did get her ready for sea I succeeded in getting a splendid charter. We loaded and started out of the harbor. Before we got out to sea the boat stopped and the engineer came to me and said there was a big hole in the boiler. 'Can it be plugged up with a block of soft pine?' I inquired, and when he assured me that he could make some sort of repairs if he had time enough, I told him to go ahead. Then he went out. It was a big risk to take, I know, but we had a good charter; a man will forget that he is in danger when there is money in it. So it is with you gentlemen, and with all steamboat men." General Dumont, in speaking of the law which compels passenger steamers to be provided with bulkheads, said that it applied to every kind of craft and it must be obeyed.—*Inter Ocean.*

THE FIGHT ENDED.

Ever since the season opened there has been war between the steamers running on the St. Clair river route. The steamer Mary formerly ran on the Detroit and Toledo route, but she was taken from that route by parties who purchased her and placed her on the route between Port Huron and Algonac. At the beginning of the season the Pick-up, a small steamer, ran opposition to the Mary, but she proved to be no match for her and the steamer Massasauga was purchased for the route. It was thought that the Massasauga, as she was a fleet little steamer, would be able to oust the Mary. It, however, was soon ascertained that the Massasauga was not the faster boat, although she made her landings quicker than the Mary. The owners of the Massasauga were determined to run the Mary off the route, if possible, and secured the Pick up to run in connection with their boat at reduced rates. The Mary was equal to the occasion and also reduced rates. The war continued until about a few weeks ago, when the Pick-up hauled off the route and the fight remained between the Mary and Massasauga. Early in the week the Mary again reduced the rates from twenty-five cents to ten cents for the round trip between Algonac and Port Huron, and arranged her time table so as to leave the wharf at exactly the same time as the Massasauga. It appears that the latter steamer has been a source of expense to her owners during the whole time she has been running on the route, and it is evident from the following special from Port Huron that she could not withstand the last cut in fare the Mary made:

PORT HURON, August 28.—The long fight for local business on the St. Clair river, between the two fast passenger boats, Mary and Massasauga, is ended. The latter hauled off the route to-night.—*Detroit Free Press.*

THE NAVIGATION COMMISSIONER.

Hereafter owners desiring to change the names of vessels will make their application to the commissioner of navigation, who, under the late shipping act, has general superintendence of the commercial marine and merchant seamen of the United States. He shall be especially charged with the decision of all questions relating to the issue of registers, enrollment, and licenses of vessels, and to the filing and preservation of those documents. He is charged with the supervision of laws relating to the admeasurement of vessels and the assignment of signal letters thereto, and of designating their official number, and on all questions of interpretation growing out of the execution of laws relating to these subjects, and relating to the collection of tonnage tax, and to the refunding of such tax when collected erroneously or illegally, and his decision shall be final.

LIFE SAVING MEN.

An exhibition was given at the life saving station to show the citizens of Buffalo what facilities they have for saving life and property. The station is manned by eight surfmen and a captain, or keeper. In apparatus they had four lifeboats of different types and qualities, one fireboat with force pump and hose for fire protection to station and shipping, one ferry boat, one life-car, two mortar guns for firing line bearing projectiles or shot, one boat wagon and one mortar cart, hawsers, lines, shot lines, purchase tackles, life buoys, life lines, etc., all complete for actual service.

The lifeboats were first tested by pulling and capsizing with the crew, and with the following results: The English double-banked life boat weighing nearly three tons, pulled heavily with eight oarsmen, was capsized, righted herself and was free of water in three minutes The Dobbins single-banked surf lifeboat, weight 1,600 pounds, pulled easily with six oarsmen, was capsized, righted herself and was free of water in twelve seconds. The Dobbins double-banked surf lifeboat, weight 1,600 pounds, pulled easily with six oarsmen, righted herself when capsized and freed herself of water in ten seconds.

The Dobbins open surf boat, weight 1,000 pounds, pulled swiftly with six oarsmen, righted when capsized, but would not free herself from water, and remained sunk to her gunwale totally unserviceable until bailed out by hand.

The English lifeboat is a good deep-water boat, but, having air chambers below deck, is liable, in case of being stove or leaking, to fill up with water and sink to her gunwales, and thereby become unserviceable. The two Dobbins surf lifeboats are good surf boats; can be launched by hand from the beach, and being stowed solid with cork under deck, have no air spaces below water, and are not liable to being filled up with water in case of staving, and are therefore totally unsubmergeable. The Dobbins open surf boat is doubtless as good as an open boat can be. The rescue of life from shipwreck was shown by the firing of a line from shore over a supposed wreck 100 yards distant and landing a shipwrecked mariner in six minutes. The rain put a stop to further operations, and the contemplated rescue of other shipwrecked mariners with the life-car, the fire protection drill and exercise with the fireboat, the resuscitation of the apparently drowned, an exchange of international code of signals, and service operations with a bilged or stove lifeboat, were cut short.—*Buffalo Commercial Advertiser.*

A Leader special says on the 29th of April, 1877, the tug Belle King was sunk during a storm on Peach Island reef, off Gibraltar Island. Last Tuesday, parties who had been at work for several days, succeeded in raising her so that her bows are now out of water. The captain of the tug Crawford, who visited her, reports that the machinery and boilers seem in good condition, but that the stern is badly crushed in. At the time of sinking, the King was on her way from Toledo to Welland Canal, with the dredge Champion and two scows in tow, and under charter of Wilcox Bros., who had a dredging contract on the constructions of the new canal. Being caught in a storm the King tried to make Put-in-Bay, the scow broke loose and drifted away, but the dredge collided with the King, causing her to sink. She went down in about sixty feet of water and has remained undisturbed. At the time of the accident the King was owned by W. A Patchin, South Toledo, and commanded by Captain John Skeldon, of Toledo, and valued at $3,000. The loss was settled, and the ownership of the King was looked upon as resting in M. I. Wilcox, this city. About a year since, a diver went down to her, and being satisfied she could be raised, came to this city and offered to raise her for Mr. Wilcox for the sum of $500, but Mr. Wilcox, not willing to invest that amount in what he considered almost worthless property, declined the offer, but told the parties they could go ahead and realize what they could out of the venture. The successful raising is evidence of the correctness gentlemen's views, and now they are likely to get about $2,000 for their labor, as the King does not seem to stand in need of expensive repairing.

The tug Winslow caught fire off Port Austin on the 13th. It commenced with an explosion of coal gas, and very prompt and effective work by Captain Swain and crew is all that saved the tug. Captain Swain was burned quite severely about the hands and arms. The injury to the tug is not extensive.

IT is said that Captain Dang was before the United States commissioner for running his tug without a master's license. He was bound over to the United States court at Grand Rapids.

EGBERT T. SMITH, of Brookhaven, Long Island, and Captain Edward A. Smith have been appointed by the Secretary of the Treasury to test the power of oil to still rough water at sea.

CURIOUS OCEAN PHENOMENON.

The crew of one of the New York pilot-boats reports having observed a remarkable phenomenon at sea, off Sandy Hook, Saturday night, the circumstances of which are to be investigated by Lieutenant Wells L. Field and John N. Sherman, of the United States navy, in charge of the hydrographic bureau at the maritime exchange. It is said that, for a considerable distance all around the vessel, the sea was red, and upon investigation it was found to be caused by myriads of worms, two inches in length and a quarter of an inch in diameter. Similar instances have been observed in the ocean before, but they are of infrequent occurrence. A case was reported to the navy department in 1867, the facts of which are briefly as follows: The United States steamer Iroquois had been ordered to the Asiatic squadron. One night in September, when the vessel was under sail in the Straits of Malacca, the sea as smooth as glass, and the vessel making barely steerage way, the officers of the deck observed that the water was milky white. Commander Earl English, now commodore and chief of the bureau of navigation and detail, was in command, and the remarkable sight induced the officer of the deck to call the captain from his sleep. When he came on deck he realized that the condition of the sea was caused by animalculæ, an instance of which he had witnessed in about the same locality several years before when he was a midshipman. He immediately had every officer and man called on deck to witness the strange scene, and they looked over the rail for two hours until after the vessel passed through it.

Schooner Oneida, loaded with wood at Rowley's Bay Saturday and ran ashore in getting away from the pier. A tug was telegraphed for at Sturgeon Bay, and the A. W. Lawrence went to her assistance and got her off Sunday at 6 p. m. and towed her to Bailey's Harbor, where she went to anchor. She is not leaking and not damaged.

TRAVELERS' REGISTER.

GRUMMOND'S

Mackinac Line,

For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.

Steamer ATLANTIC, Capt. D. Nicholson,

Leaves Cleveland every Friday evening at 8 o'clock. During the warm weather and pleasure season the

Steamer Atlantic

Will extend the regular trip on to Petoskey, Harbor prings and Charlevoix.

CLEVELAND FORWARDING CO., Agents, Office and Dock, Foot of Superior-st., Cleveland.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 10 A M	°12 05 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°11 55 A M	°12 05 A M
No 23, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi P c Fx via Norwalk	°6 06 P M	°6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°6:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	°2 35 P M
No. 27, Galion & C L & W. Acc	4:00 P M
No. 29, Massillon & Ulrichsville Ex	5.00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	°6:40 A M
No. 20, Uhricsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St, Louis, Ind., Cin. & Col. Ex	°4:45 P M
No. 22, Galion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin & N. Y. Express	1:15 A M

Trains marked ° daily, all other trains daily except Sunday.

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m., Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9..30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East.

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel,

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect June 1. 1884, and until further notice:

GOING EAST.

Lv. Chicago	7.50 a. m.			
Arr. Valparaiso	9.45 "			
" Fort Wayne.	1.30 p. m.			
" New Haven..	2.05 "			
" West Leipsic.	3.56 "			
" Arcadia	4.49 "			
" Fostoria	5.00 "			
" Green Springs	5.45 "			
" Bellevue	6.10 "			
Lv. Bellevue	6.20 "		7.55 a. m.	
Ar. Lorain	7.50 "		9.16 "	Accom.
Arr Cleveland	9.02 "		10.22 "	
Lv. Cleveland			10.27 "	3.52 p. m
Arr Painesville			11.33 "	5·05
" Ashtabula			12 25 p. m.	6.03
" Conneaut			12.50 "	6.30 "
" Erie			2.09 "	
" Dunkirk			3.47 "	
" Buffalo			5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7.43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Ar. Lorain	6 12 "	7.35 "	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.50 "	
" Valpraiso		5.42 "	
" Chicago		7.50 "	

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

V. D. NICKERSON,

MARINE ARTIST

Rear of Central Tug Office, Main St. Bridge, Cleveland, O.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay Start now. Address STINSON & Co., Portland, Maine.

A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All, of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address TRUE & Co., Augusta, Maine.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid.....1.00

Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office.

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, Michigan street Swing Bridge.

SARNIA, ONT.—D. M. McMaster & Co.

ESCANABA, MICH,—William Godley.

MANISTEE, MICH.—J. E. Somerville.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

All checks and drafts should be drawn to the order of A. A. Pomeroy.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, SEPTEMBER 4.

REGULATIONS OF THE NEW SHIPPING ACT.

Ignorance of the provisions of a law excuses no one from liability. During the pendency of the shipping act in the last session of Congress the MARINE RECORD gave a general review of its clauses. Last week it published the act in its entirety and now, that we may perform our full duty in the matter, we call attention to the law as it stands in force at the present time. All vessels of the United States must be officered by citizens of the United States except as such positions may be temporarily occupied by aliens because of accidents or sickness, which is allowed until the vessel returns to the home port. Consular officers may discharge a seaman upon certain good reasons, but no payment of extra wages can be required in cases of this kind. But when this discharge is secured on account of any hurt or injury, prolongation of voyage or any other cause detrimental to the seaman, one month's extra wages may be demanded for him, and for other causes leading to the same end. The bill prohibits the payment of advance wages to seamen before leaving port, and any such action will be punished as a misdemeanor, and such advances will not absolve the vessel from full payment after the same shall have been earned. This clause, however, does not refer to whaling vessels, and any sailor bound on a whaling voyage may allot any portion of his wages to his wife, mother or other relative dependent upon him, but to no other person or corporation. Vessels are now exempt from consular fees and such officers will receive full pay from the Government.

Among the provisions of this bill perhaps the most important clause in the interest of the ship owner is that in relation to the limitation of liability, the majority of the other sections being specially in the interest of the sailor. Individual ship owners are liable, under the act, only to the extent of their interest in the ship, in case suit is brought for damages, and the aggregate liability can not exceed the value of the vessel.

Section 14 of the new law, relating to tonnage tax on foreign vessels, is a complicated clause and will have to be interpreted by the heads of bureaus, from whom collectors of ports receive their instructions. Its main feature is the moderation of the tonnage tax from 30 cents per annum heretofore imposed to 3 cents per ton, not to exceed fifteen cents per annum; but this is supplemented with various provisions relating to the ports from which cargoes are brought, and with a sliding scale to correspond with the changes in the laws of such countries, the whole to be regulated and declared by the president of the United States in proclamations. The expense of maintaining marine hospitals is now to be borne by the United States, and the statutes assessing hospital tax on sailors are repealed. All articles of foreign production for supplies, not including equipment of American vessels, may be withdrawn from foreign warehouses free of duty. A drawback is provided for in the case of vessels built in this country for foreign sale, equal to the amount of duty that has been paid on foreign materials in her construction. Masters of vessels in foreign trade may engage seamen for one round trip or more, or for any stated period, and may reship such seamen in ports of the United States, without payment of fees to consuls or being required to produce such seaman before a boarding officer. All laws compelling American vessels to carry mail to and from the United States are, after April 1, 1885, repealed. Merchandise from foreign countries, intended for immediate delivery, may be taken possession of by collectors and deposited in bonded warehouses. But when not intended for immediate delivery a request for such delivery must come from the master or consignee. Section 27 provides for the appointment of shipping commissioners and prescribes their duties. The fees for the inspection of steam vessels are changed from those now in vogue to ten dollars for vessels of one hundred tons or under, and five cents for each ton in excess of one hundred. Vessels arriving at ports of entry loaded with salt, coal, railroad iron, or other articles in bulk, may proceed to places within that collection district, at the expense of the parties interested, for the purpose of unloading such cargoes.

A COMPANY of lumbermen forming the "Lumber Convention of the Northwest," has closed a meeting in Chicago. Some seventy members, representing $500,000,000 of invested capital were present. The meeting was for consultation on the state of trade, and for united action to limit production. The discussions wandered from saw logs to matches, from the price of "stumping" to the tariff. An attempt to declare that there is lumber enough cut and sawed in the northwest to last through the season of 1885, failed. But the feeling was strong among the delegates that overproduction was general. The stocks which are carried are too great for profit. The business is suffering from inflation which threatens constantly its stability. The resolution which finally passed, recommends lumbermen to get out only sixty per cent, as many logs as during the 1883-4 winter, and to shut down all the mills as early as possible, and certainly not later than November 1. There are, however, no penalties attached, and some of the delegates regard the convention as a failure. Similar efforts, repeatedly made, have failed. As with the railroads and the coal companies, and trade combinations in general, a penalty has been necessary, and the companies entering into agreements have to be strong and few in number. The Chicago lumbermen are divided on the wisdom of our tariff on lumber.

THE New York Mechanical Engineer says in regard to the model of the fast steamship America that "old engineers and shipwrights in this port when they first saw the America SS., the new English ocean flyer, thought she looked strangely familiar, and subsequent observations of her have confirmed the suspicions first formed. These are that the America is our old Adriatic of the famous Collins line, as regards her model. This vessel was one of the last works of George Steers, and on the breaking up of the Collins line was sold in England and breathed her last there. Whether the America is or is not modeled after the Adriatic, she is very like her, and is an instance of two different designers arrived at the same conclusions as to form and dimensions; only the American designer is the orignator."

THE thieves who hang around the lumber market and docks are becoming still more aggressive as they are secure from the vengance of the law there being no visible protection for the vessel men. They go boldly aboard schooners and steam craft and steal everything not to heavy to carry away. It is a mystery to us why the floating property of the American citizen is not protected with as much vigilance as real estate, inasmuch as it cannot secure immunity from taxes.

LAUNCH OF THE AUSTRALASIA.

The largest wooden screw steamship ever built was successfully launched at West Bay City, Mich., on the 2d inst. in the presence of 5,000 spectators. In giving a description of this monster steamer it is the province of the MARINE RECORD to present detail of her proportions, which, it is believed, are read with interest by all concerned in an event of this importance. But before proceeding with the description it will not be amiss to say that Captain James Davidson, master builder and owner, includes in the fleet launched at this yard, among other good boats, the James Davidson, 1,456 tons, named after her successful builder; the Oceanica, 1,490 tons; the Siberia, 1,618 tons; and the George T. Hope, 1,274 tons, all of which were considered leviathans of the lakes when they were launched, but all being overshadowed by this last great steamship. James Davidson, the builder, and Bay City, the locality, carries off the palm for the largest wooden screw steamer afloat.

Her length over all is 305 feet; length of keel, 285 feet; breadth of beam, 40 feet; extreme depth of hold in shoalest place, 22 feet; depth of lower hold, 12 feet; depth of the between decks, 10 feet; size of frames moulded on keel, 17 inches, in the bilge 15 inches and on top 8 inches.

She has extra long floor timbers on the bottom and No. 2 extra futtocks, making the bottom and bilges almost solid. Her main keelsons are 17x16 inches and her sister keelsons are 17x14 inches. She has six strakes of keelsons from the main to the bilge keelsons, running the entire length of the vessel; they are 15x14 inches. Of the bilge keelsons there are five strakes, three strakes are 11 inches and two strakes 9 inches, all thoroughly edge-bolted through with inch iron. The ceiling is seven inches thick from bilge keelson to clamp strake, all edge-bolted between every frame with inch iron. She has four strakes of clamps nine inches thick by twelve wide, all cut and notched in three inches onto the frames. All of the lower deck frames are 12x14 and 12x9 inches. The upper deck frames are all 8x12 inches. The shelf piece under the upper deck is 7x36 inches. The lower deck shelf piece is 6x36 inches wide. There is a tamarack knee under each deck beam and shelf piece ten inches thick, all being double bolted with fourteen bolts of ⅞ iron in each knee. There is one watertight collision bulkhead forward, all put down and edge-bolted and calked to the side of the vessel substantially. She has three breast-hooks forward, all thoroughly bolted, and three breast-hooks aft, of the same dimensions, thoroughly fastened. She has a double garboard strake, the first being 7x14 inches and the second 6x12 inches, all thoroughly edge-bolted to the keel. The planking on the outside from the garboard to the top is six inches thick, all thoroughly edge-bolted. The plankshеer is six by eighteen inches wide. She has stanchions and bulwarks with a low rail, with a stringer on the inside and outside, all beaded and nicely fitted up with five gangways cut through the rail. She is thoroughly iron strapped, as follows: One cord of iron running around the top of the frames that is ten inches wide and seven-eighths of an inch thick. She has diagonal straps riveted to the top of the cord that runs down around the bilge under the bottom, all crossed at right angles; and one arch cord commencing at the shaft aft and running around and down to the keel forward. The dimensions of this cord are 10 inches wide by ⅞ of an inch thick with four ⅞-bolts running through the cord and frames into the ceiling. A new feature in this vessel is a centre truss bolt of two and three-quarter iron rod from deck to keelson. There are six of them and which will prove of great assistance to the vessel in keeping her from hogging while taking in and discharging cargo, and will be of great value to the vessel outside in heavy weather. She has seven large hatches running across decks and arranged to fit iron ore shutes.

Her cabins forward are fitted up in an elegant manner for the accommodation of the crew of the master's department. The cabins aft are fitted up for the main cabin, kitchen, store-rooms, dining-room, and rooms for the engineers and their crew, and spare state rooms. All the joiner work has been laid out with an eye to be as durable and convenient as possible. She is fitted out with three spars with all wire rigging, wire lifts and haliards and all the latest improvements, where ever they can be used. She has an improved three-cylinder deck hoister that will hoist from three to seven hatches at a time, made by the Eagle Iron Works, of Buffalo. She has the Providence improved bed-plate steam windlass and steam capstan forward to handle the anchors and chains and to do any heaving from the upper or lower decks; the large chain is 1⅞ wire, the small chain is 1⅝ wire and each seventy-five fathoms long. She has the Troutman patent anchor from Liverpool, imported direct from there for this vessel, which is the only one in use on the lakes. She has another new feature, which is a steam capstan aft, that is furnished by the American Ship Windlass Company, which will be a great saving of men on a monster steamer like this, as one man can do the work of twenty in heaving around docks.

The engines are furnished by H. G. Trout, of the King Iron Works, of Buffalo. They are of the fore-and-aft compound pattern, the high pressure cylinder being 30 inches bore by 45 inches stroke, the low pressure cylinder is 42 inches bore by 45 inches stroke. She will have all the latest improvements, with steam reversing gear. The cylinders will all be cased with Russia iron and nicely fitted up with brass bands and trimmings, with the name of the vessel artistically engraved on brass plate to ornament the front of the engine. The wheel is 14 feet in diameter and 18½ feet pitch and is of a Buffalo patern that is a combination of the old New York and Philadelphia wheel. She has two boilers, which were built by the Rider Bros., of Buffalo, 8½ feet shell and 17 feet long, all treble riveted on the shell and all of nine-sixteenths Otis steel. She will carry on a working pressure 110 pounds of steam to the square inch, being tested to a cold water pressure of 140 pounds to the square inch. The boilers are built on an improved plan. Instead of having two or three large flues in each compartment, she has one large oval flue, which will utilize the whole of the flame unbroken over the whole bottom surface of the boiler. The boilers are both in place and all of the machinery is on the boat. She will carry about 3,000 tons of ore, or about 100,000 bushels of wheat.

The cost of the Australasia is about $150,000. Captain James Davidson will command on her first trip. G.

THE J. M. HILL.

Editor of the Marine Record.

FRANKFORT, MICH., August 30.

The statement in last week's RECORD, a correspondent claiming that the I. M. Hill, whose name was changed to Dan Mabee, was twenty-five years old, and brought up from the lower lakes to Lake Michigan, is evidently an error. I think he has some other craft in mind. This brigantine scow, I. M. Hill, was built by Cooper at Neshoto, six miles up the creek from Two Rivers, Wis., in 1866, therefore is eighteen years old. She received the anchors, chains and outfit of the old brig H. R. Seymour, that was dismantled at Manitowoc at that time. How old the Seymour was I do not know, evidently an old-timer.

Can any one give me the particulars of a schooner laden with grain, adrift out in the lake all winter with crew on board, who subsisted on the wheat? I think it was in 1868, and it seems to me that it was the schooner James Couch. I would like to know the particulars, also any experiences of other craft at various times.

Respectfully,

CHARLES BURMEISTER.

[Our correspondent, in the issue of August 21st, refers to the schooner J. M. Hill, not the I. M. Hill, as Mr. Burmeister has read it. The I. M. Hill was built at Neshoto by Cooper in 1866, and the J. M. Hill at Nesbeata by Brown in 1866, both of 193 tons. The former at the end of the season of 1883 was owned by J. O. Burnham, et al., of Milwaukee, and the latter by Lyman et al., of the same port.—ED.]

TOLEDO.

Owing to an increase in its business, the Wabash line has chartered the propellers Russia and Scotia for the balance of the season. They arrived here Tuesday morning.

DETROIT.

Special to the Marine Record

September 2—The steamer Pickup, which was chartered to ply between this city and Fort Wayne, has given it up and is making occasional excursions to Chatham. The former route was not sufficiently remunerative. The difficulty is, she is too small a craft for pleasure purposes, and her get up not tasteful enough for a private yacht.

The steamship Onoko passed down from Chicago on Saturday with her largest cargo, having a total of 106,770 bushels of grain. Of this quantity 70,770 bushels were of corn and 36,000 bushels of rye. We have only to turn back a comparativly brief space of time, when the commercial community were astounded to learn that a vessel was en route from Chicago with a cargo of 12,000 bushels of wheat, and while passing Detroit the docks were lined with people to witness her passing. Surely these are gigantic times, and no mistake.

It is not altogether complimentary to brokers here, when Detroit vessels seek charters from the Cleveland fraternity, at least such was the case a few days since, when the schooner A. Boody was engaged by Palmer & Benham, of your city, to take coal from Cleveland to Racine at 65c, and iron ore back from Escanaba to Cleveland at 80c; also the schooner Swallow by H. J. Webb & Co., coal, Cleveland to Marquette at 65c.

As an indication of better times, tugs and vessels which have been laid up for a short time, are now being fitted out again, while some of the former are being equipped for wrecking purposes.

The tug W. H. Goodnow, while coming up the river Friday night, with a tow of vessels, stranded on Ballard's reef, and went well out forward. The tug Cushing went to her assistance and released her. The extent of damages could not be ascertained, though they were not serious

The new steamer Albany is being hurried forward to completion. Her smokestacks and masts are already in place. When ready she will be commanded by Captain Frank Williams, at present in the propeller Chicago. The Albany, when completed, will be a fine addition to the Western Transportation Company's fleet of boats.

On Friday, while the schooner Dauntless was taking on cord wood from Lake Erie shore, at Tyrconnell, a heavy wind set in, causing her to drag her anchors and foul with the pier, and also to pound on the bottom. She arrived here last evening with her stern stove in and leaking badly. Her damages will not vary far from $500.

On Friday evening, the schooner Lottie Cooper, while beating up Lake Huron, mistayed and went ashore near Forestville, and to prevent going to pieces, was scuttled. Mayor Grummond contracted to get her off with the tug Winslow for $1,500. The res cue was carried out inside of ten hours from the time she left Port Huron until she returned with her to that port. The despatch was probably unprecedented.

There has been a strong northwest wind prevailing for the past three days, causing much delay to vessels at various points, several being overdue here from Georgian Bay and the Canada shore of Lake Huron. It shifted to-day to the southwest, and is quite strong from the latter quarter. Aside from what is noted above, no reports of disasters have come to hand, except at remote distances.

Grain shipments from this port to Buffalo for the past few days have been somewhat brisk, and the prices gone back to the old rates at 2c per bushel, and 4c to Oswego.

The old schooner Corsican, which, for the past three years, has been lying over on the Canada side, and part of the time submerged, has, within a day or two past, been purchased by Detroit parties, and will be reconstructed. Originally she was built at Olcott, Lake Ontario, twenty-two years since, and was 210 tons burden.

It is a somewhat sad comment on the times, but nevertheless a fact, that some of our fine passenger steamers, plying to Lake Superior and elsewhere, do not hesitate to receive as freight staves and cordwood, which is of almost daily occurrence.

"Fears were entertained" for the safety of the schooner Starling in a morning paper, as she was two days overdue. There is no necessity, however, for any alarm, as her detention is caused solely by strong head winds.

Grain trimmers at this port now attend to that business for fifty cents per 1,000 bushels.

The harbor tug business is improving and Captain Mills is of the opinion the sky is clearing away and better times are at hand. Yet it must be borne in mind this is not a bid for outsiders.

It would appear, from the course of events thus far this season, that color-blindness has become one of the monstrosities of the past. My opinion is that it was but little short of that from the beginning, and there is not, nor has there been, any real substantial cases. Yet, in this day and generation, the over-wise must have something to harp upon. What the next specimen of humbugging will be, time alone will develop.

The Detroit and Windsor ferry excursion steamers have nearly all laid up, and their crews have been paid off. A change of weather and the near approach to fall have brought this about.

A fleet of vessels, eight or ten in number, which left here a week since with grain for Buffalo, all returned last evening, and will doubtless receive immediate charters.

On Sunday, while crossing Lake St. Clair, the barge Samson experienced a lively shaking up and became waterlogged. She was in tow of the steambarge Victoria, which had enough to take care of herself. The tug McKinnon, being not far distant, came to the rescue and brought her to this port.

Dispatches which came to hand last night announce the stranding of the propeller J. L. Hurd, near Detour, and in a perilous situation. She was laden with merchandise and grain for Lake Superior.

The steambarge Westford reached here on Sunday, in tow of the tug Kate Williams, disabled. While off Rond Eau her machinery gave way, and for a time she was at the mercy of a tempestuous sea, but beyond the breakage of machinery, no further damage was done. She was westward bound, and will repair at this port.

The rafting of timber and lumber has about terminated for the season, and, upon the whole, it may be set down as the most prosperous for many years. J. W. H.

MUSKEGON.

The crew of the wrecked scow schooner W. W. Brigham arrived here August 30 on board the schooner Walter Smith, which picked them up in mid-lake Thursday forenoon. Their battle for life was a long one, and it entailed sufferings on their part which seems almost incredible for humans to survive. The crew was composed of James Leary, owner and captain; Patrick Powers, Richard Bird, and Edward Anderson. The Brigham left Muskegon Saturday evening, the 23d, with cargo of lumber, for Chicago. All went well until the schooner reached mid-lake, a violent squall struck her, and she was nearly swamped. The men stood at the pumps nearly all night, to keep the schooner afloat, but the storm seemed to increase and their danger was enhanced. About 10 o'clock Monday forenoon the Brigham capsized, and shortly afterward careened clear over, bottom up. The crew got onto the floating lumber and with the aid of a piece of rope which was found on a part of the deck-load, a temporary raft was made. All Monday they floated about, but no help reached them, and they had before them the terror of a night with nothing between them and death but a few planks. They tossed about in mid-lake on their frail ratt all night. Every sea swept over them, and their sufferings can not be told. Hunger and sleep pressed them at times, but the men were fighting for life and thought only of clinging to the raft. Tuesday dawned without succor, and it passed so slowly that it seemed an eternity to the half famished sailors. A vessel was seen, but the only signal they had was an old oil-cloth coat, but with this they failed to attract attention. Another weary night, and Wednesday dawned, and still no help. Thursday morning the schooner Walter Smith, bound from Muskegon to Highland Park, rescued the shipwrecked crew. Captain Smith noticed an object on the water which he thought was a raft, and he bore down upon it. Aid came in the nick of time. The suffering sailors could not have held out much longer. They had been without food, and were tossed about on a frail raft from Monday till Thursday morning. The schooner Walter Smith was in port on the 30th with the crew of the Brigham on board. The men are destitute, and a subscription was taken, up in the city for their relief. The Brigham 94 tons burden, was built at Dunkirk by Stevens in 1848 and rebuilt in 1867.

Joseph Curran, mate of the schooner Jessie Martin, was drowned Sunday on Lake Michigan, ten miles north of this harbor. He was drawing a pail of water at the time, and, losing his balance, fell overboard.

MARINE CITY.

The new barge built by Captain Robert Holland, and launched last week, after some little difficulty, is described by the following dimensions: Keel 150 feet, beam 30 feet and hold 10 feet. The cost of the barge will be about $15,000. Over 100 vessels have been launched from this yard since its establishment, and with the exception of two other unsuccessful launches all have slid into the water in a satisfactory manner. Captain Maxwell, of Marine City, who is part owner of the barge, will be master.

The propeller S. D. Caldwell, which was placed in this yard early in the spring, has had her machinery removed and converted into a tow barge. She is now almost ready for sea again. The Caldwell is 208 feet keel, 30 feet beam and 12 feet hold. With the exception of the boiler all of the Caldwell's machinery will be placed in the tow barge J. W. Wescott, which was launched at this yard last fall. The Wescott will have a new boiler. The Gardner and Caldwell belong to Captain Holland and others, and will form the tow of the J. W. Wescott next year.

BUFFALO.

Special to the Marine Record.

The propeller Oneida cleared on Monday for Tawas, whence she will take salt to Milwaukee. Negotiations are pending to place her in the Chicago and Ogdensburg trade. Should these come to naught, she will be placed to load grain for Buffalo.

The following changes are made in the Western Transit Line: Captain Frank Williams, master of the Chicago, appointed to the same position on the new boat Albany; Captain John Dissette, of the Montana, succeeding him in the Chicago, and John Ivers, first mate of the Milwaukee, being appointed to the command of the Montana. Henry Hess, of the Commodore, will go as engineer in the Albany. Charles Clark, of the Vanderbilt, will be transferred to the Commodore, and Frank Miller, first assistant of the Commodore, will be given Mr. Clark's place.

The steamship Onoko arrived from Chicago with a cargo of 106,770 bushels of corn and rye. This is the largest cargo of grain that has ever been carried on the lakes.

GRAND HAVEN.

On the arrival of the City of Milwaukee, her captain reported passing the steambarge Nellie Torrent, in a disabled condition, forty miles off this port, and Captain Kirby dispatched his tug Bachelor to rescue her. The Torrent's engine has undoubtedly given out. The Torrent is bound for Chicago with a cargo of lumber from Muskegon, which port she left Thursday evening. She is owned by Nate Engleman, of Manistee, and is valued at $35,000. She was built in 1881 by the Detroit Drydock Company, rates A1½, and measures 277 tons.

PORT HURON.

Special to the Marine Record.

Captain C. McElroy, who manages the swift little steamer Mary, is out in a card this week thanking his friends for their support during the contest for the supremacy of the river and forgiving his enemies as fast as possible for being run off the route.

The schooner Lottie Cooper is reported ashore one mile and a half below Port Sanilac. She has about four feet of water in her hold. Captain Grummond's wrecking tug Winslow, with full wrecking outfit, went to her assistance. There is no insurance on the vessel. The Cooper is owned by Jones & Smith, of Racine, rates A2, and is valued at $10,000. She was built in 1876 by Rand & Burger, of Manitowoc. She measures 265 tons. Later advices say the schooner Lottie Cooper came out of the drydock to-night, after being repaired of her damage by going ashore at Point Sanilac. Her damage amounts to about $300.

GREEN BAY.

The pier which supports the lighthouse has been declared rotten and unsafe by government experts. Steps have been taken to rebuild it.

DULUTH.

Special to the Marine Record.

The steamer Northerner was delayed by striking dockmen on Monday. Laborers struck for a rise from thirty-five cents to forty cents. The steamer United Empire and Hodge were able to unload and load with their deck hands, but the Northerner acceded. The laborers' demands are likely to be resisted.

The Beatty Sarnia line and others have taken 40,000 bbls flour from Duluth during the week. About as much more remain in the houses and on side tracks. The local agent, Mr. Hurdon, says the company will have extra tonnage provided if necessary so as to clear the threatened blockade easily.

The U. S. revenue cutter Andrew Johnson is in port.

Duluth lumbermen are shipping dimension timber for the Canadian Pacific to Port Arthur on Canadian steamers quite extensively at present.

The schooner Scotia of Buffalo, with a capacity of 1,700 tons, is unloading at the upper end of St. Paul & Duluth slip. She was drawing 14 feet 5 inches and had to be lightered to 13 feet to get to the end of the docks. Her owner, W. E. Richmond, has been sojourning at Duluth during one trip of the vessel. He says he expects to build a first class steambarge for the Duluth trade this winter.

The Lake Superior Transit Co. has issued new rates from St. Paul and Minneapolis to the lower ports and the east via. Duluth and Washburn, as follows: To Cleveland and Detroit second class $8, instead of $16 as formerly; to Buffalo and Erie $9, instead of $19; to Boston and New York $14; instead of $23. B.

ASHTABULA.

Special to the Marine Record.

Captain C. Young of the schooner Warmington left here Friday to take command of the steambarge Sophia Minch. David Young, formerly mate of the steamer John M. Glidding will go as master of the Warmington.

Local inspector Fitzpatrick was here last week and tested the tug Dragon's boiler.

Wm. R. Vanderbilt and party were here to-day inspecting our harbor.

There is a large fleet of vessels in port at present.

A frightful accident occurred here about noon Saturday on board the schooner J. R. Rutter resulting in the death of George Baptist, a small boy aged 13 years. The centerboard was jammed in the box and the chain disconnected, there not being water deep enough in the river to unship the board. The boy was employed to go down through the after chock in the box to make the chain fast while there after completing his work, the board suddenly dropped down and he was jammed between the chain and side of the box crushing his head and causing death almost instantly. Some two hours elapsed before the body was recovered as it was necessary to cut a hole through the side of the box to release it. Frank Baptist, a resident of this place, and father of the boy, libeled the vessel that evening for $10,000 damages.

Mr. Thos. Walsh, agent and part owner, accompanied by Lawyer Goulder arrived here and bonded the vessel. J. P.

SANDUSKY.

The Myrtle, of this port capsized about 1 o'clock Tuesday morning at Little Chicken Island, one of the Hen and Chicken group, off Put-in-Bay. She had a couple of schooners in tow, and struck a rock, careened over, filled and went to the bottom. The crew managed to escape. A tug and lighter have gone to the scene of the accident. The Myrtle is owned by Fred Groch, of this port.

NEW MISSIONARY STEAMER MORNING STAR.

Special Correspondence Marine Record.

NEW YORK, September 1.

An event of more than usual interest took place down east on the 6th ult., and as the friends of this enterprise are scattered throughout the United States, it may be of interest to the men of the lakes as well as of the sea, to have it related.

A little before noon, on the day above named, there was launched from the yard of the N. E. Shipbuilding Co., at Bath, Me., amid the waving of handkerchiefs and the cheering of 10,000 persons, the auxiliary steam barkentine Morning Star, which has been built to the order of the American Board of Foreign Missions, money being subscribed by the Sunday school children of the United States. Shares were issued at 25 cents each, and the stockholders are of all ages, sizes and color, and scattered throughout the length and breadth of this great and glorious republic, which, by means of this new messenger of peace, intends to more effectually carry the Gospel to the benighted races of the Southern Pacific ocean, among the multitudinous islands which rise out of the sea like Celestial gardens, only waiting for Yankee enterprise to make them produce their fruit and spices for the benefit of the civilized world. Instead of breaking the traditional bottle of wine over the head of this inanimate embassador of christianity, at her birth, there was poured out a vial of water, Florida water, which sent up its fragrance to heaven like a peace-offering between the city and sea. The vessel is commanded by the Rev. Captain Isaiah Bray, an old and experienced seaman and navigator, and will sail from Boston with a cargo, September 10th, bound for Honolulu, Hawaii, from whence she will steam for the small islands of the Southern Pacific.

She has cost about $40,000, and her dimensions are as follows: 700 tons burden; length, 153 feet; breadth, 30 feet; depth, 18 feet. The foremast is of wood and carries a complete set of yards, even as high as a royal; but the mainmast is iron, and is also utilized for a smokestack, which, by its great heighth from the deck, causes a strong natural draft in calm weather as well as foul, and at the same time does away with the nuisance and inconvenience of a small, low smokestack, which is continually in the way of the mainsail and boom. The mainmast, when used for a smoke pipe, carries the soot and dirt far out and away from the deck of the steamer, whereas the ordinary short funnel has not got enough draft to prevent the soot from dropping all over the white paintwork, and the dresses of the ocean travelers. This is certainly an age of invention and utility, and no marine improvement during the last decade has become so much adopted as this one of making the mainmast or mizzenmast do duty as a smoke, as well as a sail, carrier. If the three-masted schooners on the lakes, like the steamer J. W. Westcott, built at Bay City, Mich., by Alexander & Holland, over a year ago, were to adopt this plan, they would find that no forced, or artificial draft would be necessary in fair weather, and of course not, in stormy.

The carved figurehead upon her prow is a woman holding an open Bible in her left hand and pointing to it with the index finger of her right. By the stern is a large silver star with golden rays shooting out from it, over which is the name, Morning Star, and beneath it, Boston, Mass. Before she left the ways religious services were held in the shipyard, led by the Rev. Dr. Robbins, of Burlington, Iowa, who afterward sang "From Greenland's Icy Mountains" and the "Morning Light is Breaking," after which a liberal collation was spread for the large number of invited guests who came from all parts of the surrounding country. The machinery consists of a vertical, direct-acting, surface-condensing engine. The steel boilers were made by the Goss Marine Iron Works, which was founded some time ago, by the Hon. Captain Guy C. Goss, of Bath, Me. The cylinder of the engine is 22 inches, with 36 inch stroke of piston, the crank shaft being 10 inches in diameter and 20 inches in length in the main journal. The crank pin is of steel, 6 inches in diameter and 8 inches long, fitted with automatic oilers. The screw propeller is of bronze, and two-bladed, 10½ feet in diameter and 10½ feet pitch, and when working up to its maximum speed, will make 140 revolutions per minute. Her speed will be about twelve knots per hour, upon a consumption of two and a half tons of coal per working day of twenty-four hours, which will drive a 150 horse power engine. It is only intended, however, to use the steam in calm weather, or in light head winds, such as prevail in the tropics and in the "doldrums" on the equator. In a fair breeze the propeller will be locked amidships, up and down the stern post, so that it will show little or no resistance to her progress under canvas alone. The main object in providing this gospel ship with steam was not so much to make fast passages as it was to be able to go in and out of the lagoons, and to ascend the tortuous channels against the current which prevails at the entrance to many of the island harbors.

G. FOSTER HOWELL.

The finishing touches have been put on the propeller Oneida and she passed a satisfactory inspection as a passenger steamer. A few days ago the Oneida was inspected by the underwriters, who have given her a straight A2 rating. Her passenger outfit is quite complete and has been, but little used. All in all, the Oneida is in fine shape to do good work on a passenger and freight route. Her owners have not yet fully decided where to place her, but it is likely that they would sell her if opportunity offered. It is said that they ask about $30,000 for her, and at this price she would seem to be an excellent bargain. Captain C. Chatterton, a first-class steamboat man, is her master.

THE tug John Sprey, belonging to the F. B. Gardner estate, was recently sold to a party at Suamico for $500. This will give the public some idea of the depression existing in vessel property at this time.

SIGNAL LAMPS,

—WITH—

Patent Fluted Lens And Perfect Colors.

GET THE BEST & AVOID COLLISIONS.

These Lamps give a more brillant light than any Signal Lamp now in use.
They have been adopted by the principal Ocean and Lake Steamers and Vessels, and are for sale in the principal ports on the Atlantic coast and lakes.

French Wrought Iron Ranges and Boilers for Steamers and Hotels. Manufactured by

Felthousen & Russell,

Send for catalogue. 139 & 141 MAIN ST., BUFFALO N. Y.

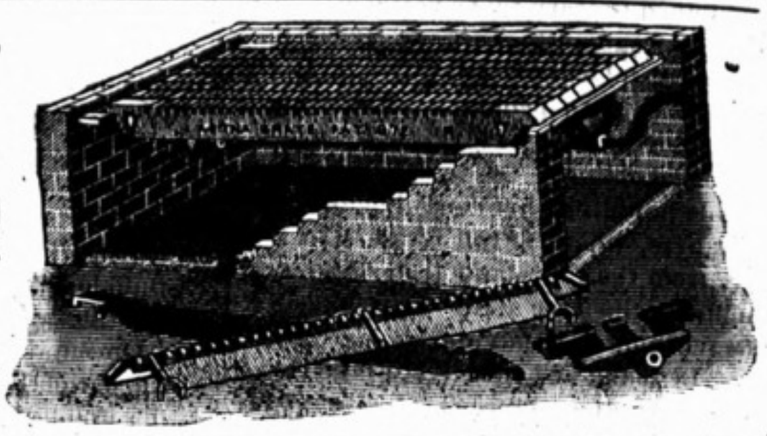
THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



CUYAHOGA WORKS,

Established in 1834.

MANUFACTURERS OF ALL KINDS OF

MARINE ENGINES

AND

HEAVY MACHINERY.

Cor. Detroit & Center-Sts, CLEVELAND, O.

C. E. BENHAM,

317 Detroit Street,

KEEPS IN STOCK

A Full Line of Vessel Supplies,

Lubricating and Lamp Oils of the Best Quality,

AND A GENERAL LINE OF LAMPS, CROCKERY AND TABLE CUTLERY.

OPEN DAY AND NIGHT.

TELEPHONE NO. 1540.

Geo. B. Carpenter & Co.,

Ship Chandlers and Sail Makers.

Ship Chandlery Goods of all Descriptions.

MANILA ROPE OF THE VERY BEST MAKE

Steel and Iron Wire Rope and all Its Fittings.

202 to 208 South Water-st.,

CHICAGO, ILL.

N. C. PETERSON

Boat Builders,

PLEASURE BOATS AND SAILING AND STEAM YACHTS, YAWL BOATS, SPOON OARS, STEERING WHEELS, ETC.

385 Atwater st., Near Riopelle,

DETROIT, MICH.

PRESLEY & CO.,

Globe Drydock

Shipbuilding, Drydocking, Repairing and Spar Making.

CLEVELAND, OHIO.

WM. HINGSTON & SON,

Boat Builders,

Steam and Sail Yachts, Hunting, Fishing and Pleasure Boats, Shell Boats, Spoon Oars.

Foot of Porter Av., Buffalo, N.Y

W. W. LOOMIS,

Erie, Pa.,

SHIP AND BOAT BUILDING,

Fishing Tugs, Wrecking, Repairing and Pier Building with Most Improved Facilities.

All Work Guaranteed. Correspondence Solicited.

ST. MARY'S OHIO. MONTPELIER, OHIO — *OAR FACTORIES.* — BRECKENRIDGE, MICH CARROLLTON, MICH

DE GRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

Cordage, Oakum and Anchors,

Wire Rope, Chains, Oars, Blocks, Buntings,

RUSSIA BOLT-ROPE, FLAGS, COTTON & FLAX DUCKS,

Marine Hardware and Ship-chandlers' Goods Generally.

34 and 35 South-st, New York.

T. E. WILSON,

SUB-MARINE DIVER.

All Kinds of Water Work

DONE PROMPTLY TO ORDER

HEADQUARTERS,

Upson & Walton's, River Street,

Or, 137 Hermann-St, Cleveland, O.

FOR SALE.

Quarter Interest in the large Tug Samson,

One of the most powerful tugs on the lakes. She was built at St. Catherines by Shickluna, rebuilt in 1881 and measures 181 [new] tonnage. She is straight A2, with insurance valuation of $16,000, and can be insured for $19,000. Will sell quarter for $3,400; part cash, balance on easy terms. Address MARINE RECORD.

For Sale or Exchange,

Tug Annie Robertson.

Her length over all is 51 feet, breadth 13 feet and depth of hold 6 feet; draws 5½ feet of water; measures 9 24-100 (new) tons. and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter and allowed 95 pounds of steam Warranted in No. 1 condition and subject to inspection, Price, $3,300 cash.

Inquire at MARINE RECORD OFFICE.

FOR SALE

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,800. Address MARINE RECORD Office, No. 144 Superior street, Cleveland, O.

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4 500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

FOR SALE,

Quarter Interest in a New Steam Yacht.

To an ENGINEER who will give his own services. For full particulars address,

DEVLIN & CO.,
Marine Conveyancers, 156 Washington-st Chicago.

Vesselmen

SHOULD HAVE

OUR MARINE LAW BOOK,

Containing all points of MARINE LAW as determined by the United States Courts

—ON—

Seamen,	Owners,
Freights,	Charters,
Towage,	Registry,
Collisions,	Enrollments,
General Average,	Common Carriers,
Duties of Seamen,	Masters & Owners,

Bill of Lading, Wages, &c.

The volumn is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for $1.00.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high.

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeahng, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tugs good as new.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING 101 ST. CLAIR ST.,
Cleveland, Ohio.

TELEPHONE {Office, No. 338. Residence, No. 1328.

SCOTT & BERRIMAN.

Fire and Marine Insurance Agents and Vessel Brokers.

Attention also given to the purchase and sale of Iron Ore. Telephone, No. 18.
Office, 130 South Water-St., Cleveland, O.

THOS. WILSON

MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

CAPT. D. M. BECKER. CAPT. HENRY BROCK

D. M. BECKER & CO.,

Commercial Brokers and Vessel Agents,

Vessels chartered, purchased and sold; contracts made for coarse and heavy freights.
Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14. Coal & Iron Ex. Build'g, Telephone No. 953. **Cleveland, O.**

MOORE and BARTOW,

Ship Brokers and Agents,

No. 101 St. Clair Street, Room 27.
CLEVELAND, - OHIO.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

CAPT. J. W. MILLER. CAPT. R. B. MONTAGUE

MILLER & MONTAGUE,

DULUTH, MINN.

Vessel Brokers and Marine and Fire Insurance Agents, and Board of Trade Weighmen.

Special attention paid to Chartering Vessels; also weighing and Trimming cargoes of grain. Correspondence solicited.

ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

DULUTH.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

KNEIP & MORRISON,

PROCTORS IN ADMIRALTY,
115 Monroe St Room 54 Chicago.

ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

A. M. BARNUM,

Vessel Agent and Broker,

15 Exchange St. Buffalo, N. Y.

☞IF YOU DO NOT RECEIVE MY MONTHLY LIST OF VESSELS FOR SALE, SEND FOR IT

WILLIAM FORDE,

SHIP BROKER,

Vessel & Marine Ins. Agent.

N. E. Cor. Columbus Ave. & Water St.,
SANDUSKY, OHIO,

BUTTS COAL CO.,

[LIMITED.]

Only Miners of

BUTTS CANNEL COAL,

and dealers in Gas Coals, Nut Coals, and Steam Coal for Tugs, Barges, etc.

CLARK I. BUTTS,

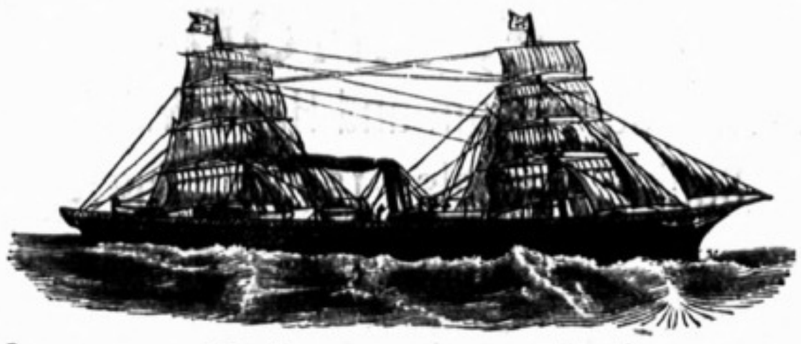
CLEVELAND, O. General Manager.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

GLOBE SHIPBUILDING CO.,



Builders of Iron and Steel Vessels of every Description.

Builders of the Iron Steamers Onoko and Wm. Chisholm, Steamyacht Twilight, Iron Tugs International and Record.

OFFICE AND WORKS, OLD RIVER ST., CLEVELAND, O.

Established in 1830.

WM. WALL'S SONS,

—MANUFACTURERS OF—

CORDAGE & OAKUM.

Gangs of AMERICAN, RUSSIA and ITALIAN HEMP of the very best quality made to order AT ONE DAY'S NOTICE. MANILA and SISAL BINDER TWINE.

Office No. 113 WALL STREET, NEW YORK.

Factory, Brooklyn, N. Y.

JAMES P. DONALDSON & CO.,

Ship-chandlers, Sailmakers

AND DEALERS IN

Mill, Railway and Manufacturers' Supplies,

WOODWARD AVE., DETROIT, MICH.

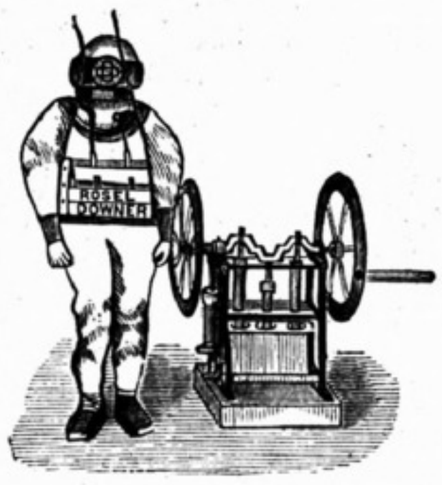
DEAN & CO.,

BOAT BUILDERS.

Patent Yawl Boats of all Lengths, Pleasure and Hunting Boats, Sail and Steam Yachts on Hand.

Also, Life Boats that will pass Government Inspection, and cost less than any Life Boats in U.S.A.

DEAN & CO., FOOT OF ST. AUBIN-ST., DETROIT, MICH.



ROSEL DOWNER,

SUB-MARINE DIVER,

Sub-marine Drilling and Blasting.

STERN BEARINGS REPAIRED WITHOUT GOING TO DRYDOCK.

Wrecking Expeditions Accompanied.

Contracts Made for all Kinds of Diving.

Residence, 80 East Ohio St., Chicago,

CAPTAIN DRISCOLL, CLEVELAND AGENTS.

PENFIELD BLOCK CO,

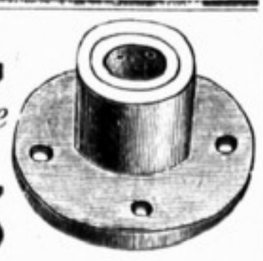
Lockport, New York, are Sole Manufacturers of the

Celebrated "Anchor Brand" Tackle Blocks,

ALL STEEL ROLLER BUSHED

OR WITH SELF-LUBRICATING

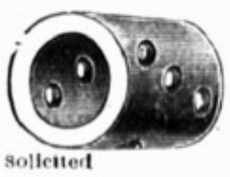
PHOSPHOR BRONZE BUSHINGS.



The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing metal in the market, and being perfect self-lubricators they are fast superseding all other styles. For sale by SHIP CHANDLERS everywhere.

ASK FOR "ANCHOR BRAND" TACKLE BLOCKS.

The accompanying cuts represent the sleeve part, and a Phosphor-Bronze Self-Lubricating Bushing complete; the former as applied to Lignumvitae and and the latter as applied to iron sheaves.



Illustrated Catalogue and price list mailed free on application. Sample orders solicited

G. S. RAND. H. B. BURGER.

RAND & BURGER

SHIP-BUILDERS,

WITH

DRY DOCK

ATTACHED TO THE WORKS.

ALSO PREPARED TO DO

WRECKING AND TOWING

WITH THE

Tug John Gregory.

Vessels Docked and Repaired on Short Notice.

MANITOWOC, WIS.

The Neversink Cork Jacket

AND IMPROVED LIFE BELTS,

Warranted Twenty-four Lbs. Buoyancy

AND FULL WEIGHT OF CORK,

According to Requirements of U. S. Inspectors.

SUPERIOR TO ALL OTHERS.

ALSO RING BUOYS.

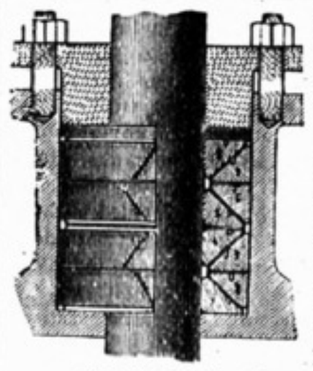
Approved and adopted by the United States Board of Supervising Inspectors; also by the principal Ocean, Lake and River Steamer Lines, as the only Reliable Life Preserver.

VESSELS AND TRADE SUPPLIED.

Send for Circulars.

D. KAHNWEILER 146, 148 & 150 Worth St
Near Center St., New York.

KATZENSTEIN'S



SELF-ACTING METAL PACKING

FOR PISTON RODS, VALVE STEMS, Etc.

Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. For full particulars and references address

L. KATZENSTEIN & CO
169 Christopher St, near West Street N. Y.
CAPT. THOS. WILSON, Cleveland agent.

FOR SALE,

New Iron Tug.

Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ¾ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

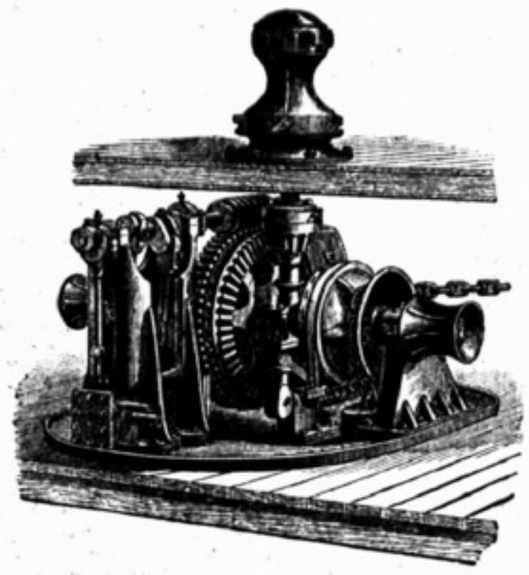
Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 109 Water Street. Telephone 118.

AGENTS wanted for The Lives of all the Presidents of the U. S. The largest, handsomest, best book ever sold for less than twice our price. The fastest selling book in America Immense profits to agents. All intelligent people want it. Any one can become a successful agent. Terms free. HALLETT BOOK CO., Portland, Maine

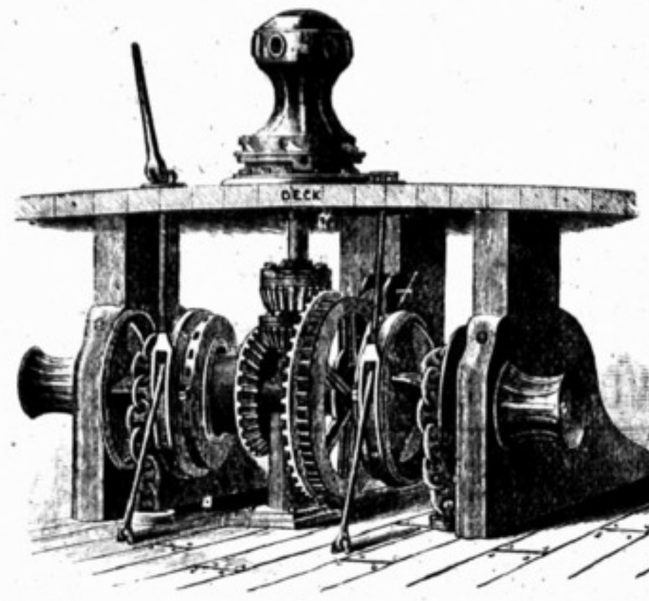
AMERICAN SHIP WINDLASS CO.,

PROVIDENCE, RHODE ISLAND,

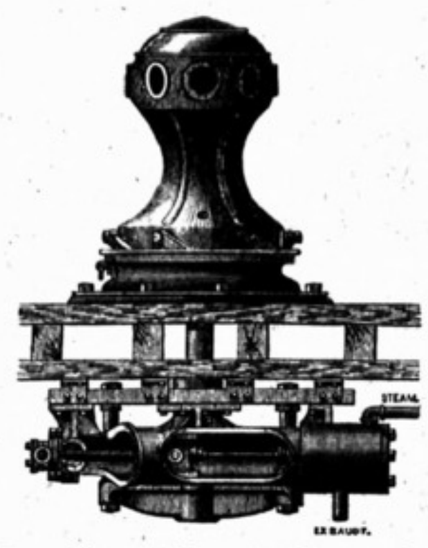
Original and only builders of the "Providence" Steam and Hand Windlasses, Steam Capstans, Crank Capstans and Power Capstans for Steam and Sailing Vessels, Yachts, Tug Boats, Wrecking Boats, Elevators, Dry Docks, Etc.



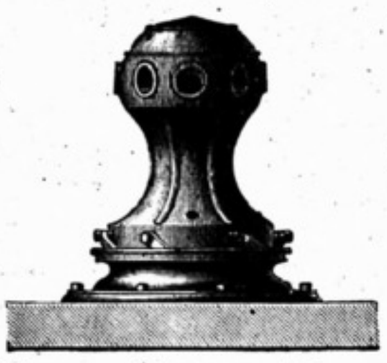
The Providence Patent Steam Capstan Windlass, New Style.



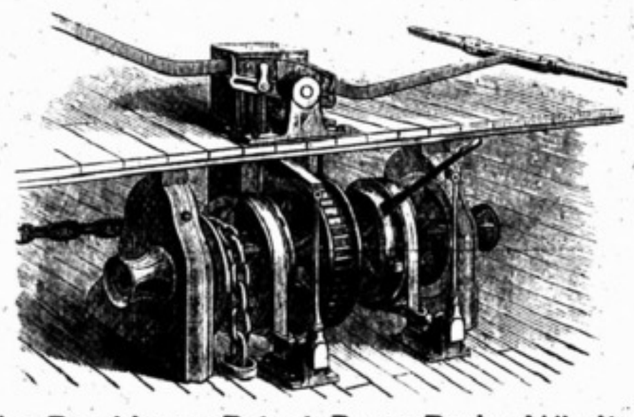
The Providence Patent Capstan Windlass.



The Providence Patent Steam Capstan.



The Providence Patent Power Capstan.



The Providence Patent Pump Brake Windlass.

The Providence Patent Crank Capstan.

SELLING AGENTS ON THE LAKES.

D. S. AUSTIN & CO.	BUFFALO, N. Y.	JAMES P. DONALDSON & CO.	DETROIT, MICH
UPSON, WALTON & CO.	CLEVELAND, O.	DUNHAM & HOIT,	CHICAGO, ILL
M. I. WILCOX.	TOLEDO, O.	G. D. NORRIS & CO.	MILWAUKEE, WIS

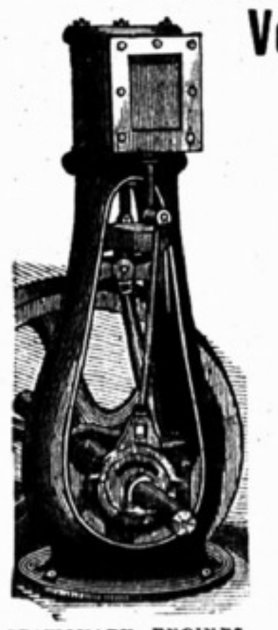
THE GLOBE IRON WORKS.

GENERAL FOUNDERS, MACHINISTS, BLACKSMITHS, BOILER MAKERS, AND IRON SHIPBUILDERS.

Office and Works, Corner of Elm and Spruce Sts., Cleveland, O.

STEAM ENGINES.

We are prepared to furnish on short notice Stationary or Marine, either High Pressure, Low Pressure, Condensing or Compound Engines, Horizontal o Vertical, with or without graduating cut off.



STATIONARY ENGINES

Vertical Engines Kept in Stock.

We keep all sizes of vertical engines in stock, which we are prepared to sell at respective prices. Stationary engine includes Governor, Throttle, Cylinder, and Oiler, Oil Cups and Waste Cocks. Marine Engine includes Link and Reverse Motion, Circular Throttle Cylinder, Oiler, Oil Cups and Waste Cocks, same as stationary,—no governor or fly wheel. Nos. 7, 8, 9 and 10, have single cranks, with separate journal when used with stationary engines.

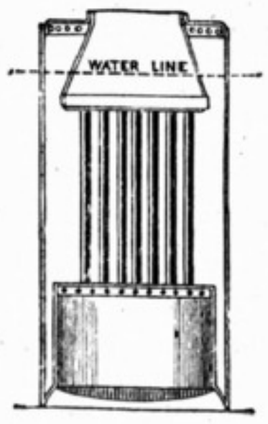
They are provided with good brass boxes in both ends of connecting rod and cross head, with best possible provision made for taking up the wear. The Cylinder, Steam Chest and lower head are cast in one piece and the frame, slides, and journals in one piece, thereby lessening liability of derangement and first cost and insuring a durable machine. The Cylinders are neatly covered with cast iron laging. Slide valve with large ports. Piston filled with good metallic packing. Material and workmanship guaranteed.

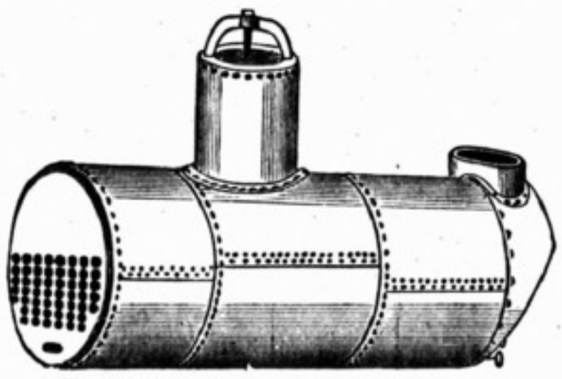
MARINE ENGINES.

BOILERS.

Having provided our new boiler works with the most approved tools for riveting by steam, planing the edges, instead of chipping, drilling, punching, shearing and bending by steam power, we feel warranted in saying we can furnish the best work for the least money in the following kinds of boilers, which we can build of either Iron or Steel: Return flue Marine Boilers, Tubular Boilers, either horizontal or vertical, Locomotive Boilers, Cylinder Boilers, Flue Boilers, Smoke Stacks and general plate Iron work.

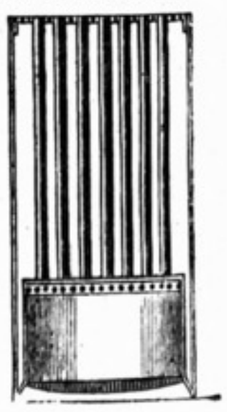
SUBMERGED TUBE.



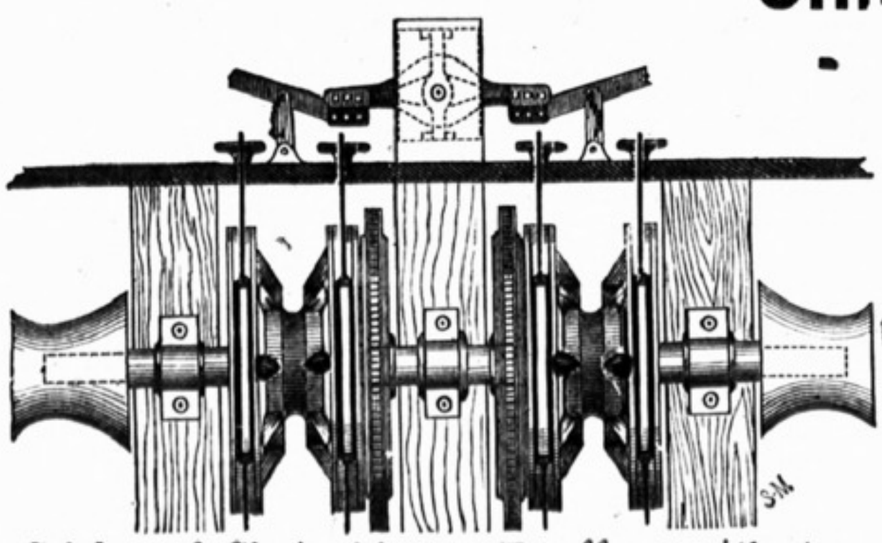


TUBULAR BOILER.

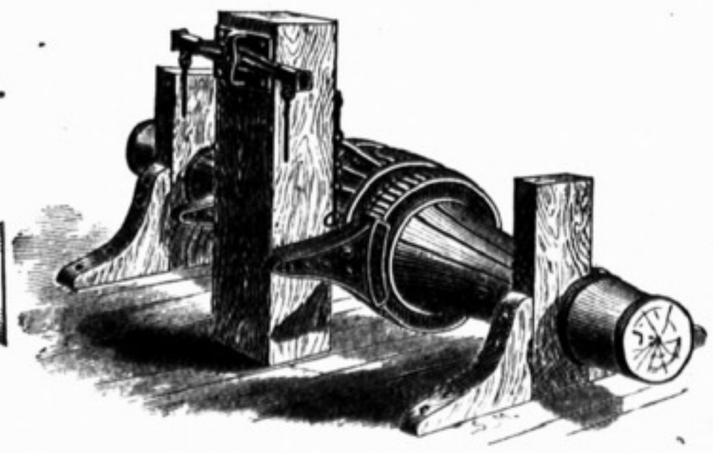
FULL TUBE BOILER.



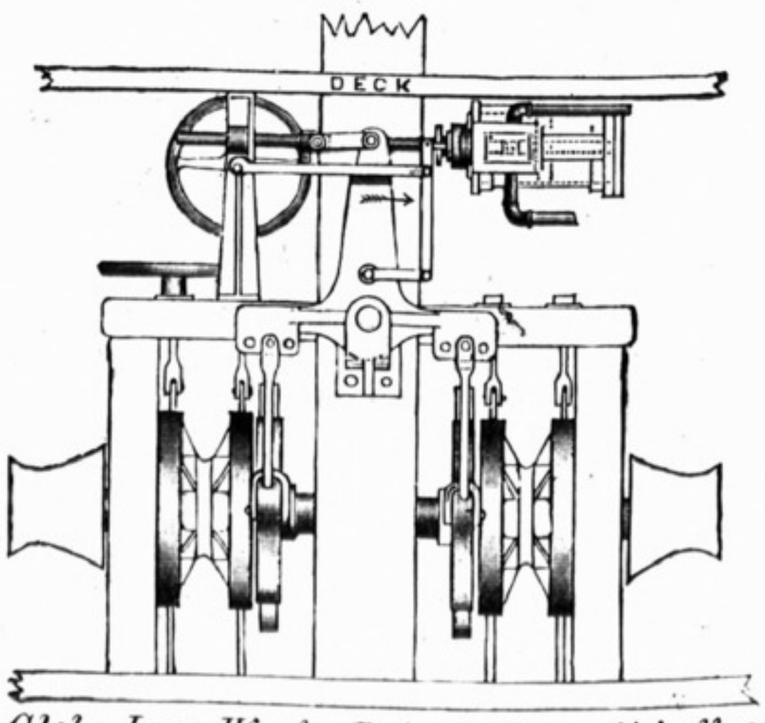
Ship Chandler's List.



Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass